

access BOSTON 2000-2010

BOSTON'S CITYWIDE TRANSPORTATION PLAN

Boston's Public Transportation and Regional Connections Plan

March 2003
First Edition



City of Boston
Mayor Thomas M. Menino

Boston Transportation Department
Commissioner Andrea d'Amato

Boston's Public Transportation and Regional Connections Plan

March 2003
First Edition



City of Boston
Mayor Thomas M. Menino

Boston Transportation Department
Commissioner Andrea d'Amato



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
THOMAS M. MENINO

March 13, 2003

Dear Fellow Bostonians:

We are pleased to present "Public Transportation and Regional Connections," an overview of the bus and rapid transit system and major roadway network serving Boston.

Boston has thrived over the past decade, growing to nearly 600,000 residents. Our diverse neighborhoods are home to growing families, senior citizens, young professionals, and a burgeoning immigrant population representing many cultures and income levels. Reliable and convenient transportation access is key to their quality of life. Today, 57% of Boston's residents and 79% of its jobs lie within an approximately 10 minute walk of a rapid transit or commuter rail station. Nevertheless, almost half of the travel to downtown Boston each day from the surrounding region is done by car.

This publication discusses ways of maintaining and improving Boston's public transportation system, involving both small-scale, easy to implement, and more capital-intensive projects. With respect to roadways, the report looks at the city's major arterials as well as the regional highways serving Boston, and provides a special focus on commercial uses, including both the movement of goods and tourist transportation.

This initiative is one component of Boston's citywide transportation plan, *Access Boston*. Other components address pedestrian safety, on and off-street parking, and bicycling. A Fact Book and Neighborhood Profiles report has also been prepared to better inform our residents about our transportation networks by both neighborhood and mode of travel.

We look forward to working with you to realize some of the many exciting projects presented in this report. Together we can make Boston's transportation system work better today and for the next generation.

Sincerely,

Thomas M. Menino
Mayor of Boston

Andrea d'Amato
Chief, Environmental Services Cabinet
Commissioner, Boston Transportation Department

ACKNOWLEDGEMENTS

The *Boston's Public Transportation and Regional Connections Plan* has benefited in large part from the contributions of the many individuals and organizations who participated in the Public Workshops and Discussion Group meetings held as part of the *Access Boston* process.

BOSTON TRANSPORTATION DEPARTMENT

Andrea d'Amato, Chief of Environmental Services
and Commissioner

Thomas Tinlin, Deputy Commissioner

James Gillooly, Deputy Commissioner

Dan Hofmann, Deputy Commissioner

James Mansfield, Director, Community and
Intergovernmental Services

Tracey Ganiatsos, Public Affairs Coordinator

John DeBenedictis, Director of Engineering

Don Burgess, Supervising Traffic Engineer

Sal LaMattina, Director of Operations

Kathleen Moccia, Director of Enforcement

James McCarthy, Senior Transportation Planner

Bob D'Amico, Senior Transportation Planner

Alison Felix, Transportation Planner

Adam Shulman, Transportation Planner

PROJECT COORDINATORS

Vineet Gupta, Director of Policy and Planning,
Boston Transportation Department

Ralph DeNisco, Senior Transportation Planner,
Boston Transportation Department

Paul Schimek, Transportation Planner,
Boston Transportation Department

CONSULTANT TEAM

Joe Beggan, Rizzo Associates, Inc.

John Crocker, Rizzo Associates, Inc.

Alberto Cailao, Rizzo Associates, Inc.

Marilyn Palmer, DMJM/Harris

CITY OF BOSTON

Rebecca Barnes, Chief Planner,
Boston Redevelopment Authority

Lynn Berkeley, Boston Redevelopment Authority

Richard Garver, Boston Redevelopment Authority

Jill Griffin, Boston Redevelopment Authority

Dennis Davis, Boston Redevelopment Authority

Toni Pollak, Director, Environment Department

Bryan Glascock, Environment Department

Mark Cohen, Boston Police Department

Joyce Williams, Commissioner,

Commission on Affairs of the Elderly

Patty McMahon, Director, Mayor's Youth Council

Reverend Cheng Imm Tan, Director

Mayor's Office of New Bostonians.

Special thanks to our state and regional agency partners:

Executive Office of Transportation and Construction

Massachusetts Bay Transportation Authority

MBTA Advisory Board

Massachusetts Highway Department

Massachusetts Port Authority

Massachusetts Turnpike Authority

Massachusetts Convention Center Authority

Metropolitan Area Planning Council

Central Transportation Planning Staff (CTPS)

www.cityofboston.gov/accessboston

ADVISORY COMMITTEE ON TRANSPORTATION

Curtis Davis	Co-Chair
Diane Moes	Co-Chair
Claire Barrett	Move Massachusetts
Thomas Butler	South Boston
Paul Chan	Chinatown
Carolyn DiMambro	CARVAN
Richard Dimino	Artery Business Committee
Joseph D. Feaster	Roxbury
Dorothea Hass	Walk Boston
Sarah Hamilton	MASCO
William McCabe	Former State Public Safety Commissioner
William Reyelt	Chair, Boston Bicycle Advisory Committee

The Advisory Committee on Transportation was appointed by the Mayor of Boston and includes residents and representatives from business, environmental and advocacy groups. It serves as the Steering Committee for *Access Boston 2000 – 2010*

TABLE OF CONTENTS

Executive Summary	i	7. Roadway Goals	79
Summary of Goals and Action Plans		BTD Roles and Responsibilities	
		Goals and Objectives	
1. Introduction	1	8. Local Arterial Corridors	81
Transit Use		Boston's Arterial Corridors	
Roadway Use		BTD Traffic Signal System	
Agency Roles and Responsibilities		Downtown Circulation	
Public Process		Sears Rotary	
		Action Plan	
2. Transit Goals and Needs	11	9. Next Generation Regional Roadways	91
Overview of Transit System		Historic Traffic Volumes	
Needs Assessment		Future Highway Improvements	
Goals and Objectives		Action Plan	
Equity in Benefits and Costs			
3. Delivering and Enhancing Transit Services	27	10. Freight	101
Red, Orange, Blue and Green Lines		Back Streets	
Local and Express Bus		Intermodal Freight Centers	
Commuter Rail		Action Plan	
Fare Policy and Collection			
Action Plan		11. Tourism Transportation	109
4. Transit Priority Corridors	41	Tourism Transportation Task Force	
Priority Techniques		The Tourism Economy	
Potential Corridors		Tour Bus Parking	
Action Plan		Tourist Trolley and "Duck" Parking	
		Action Plan	
5. Intermodal Transit Centers	49	12. Shuttles	117
Regional Intermodal Centers		BTD's Role	
Urban Ring Stations		Operating Characteristics	
Next Generation Intermodal Centers		Hotel/Convention Shuttles	
Transit Oriented Development		Action Plan	
Action Plan			
6. Next Generation Transit Investment	59	13. Funding and Implementation	123
Current MBTA Projects		Funding Strategies	
Candidate Next Generation Projects		Implementation Plan	
Urban Ring			
Expanded Silver Line			
"Fast Track" Rapid Rail			
Hinge Block Connector			
Next Generation Studies			
Next Generation System Implementation			
Fairmont Line			
Action Plan			

ACCESS BOSTON 2000-2010 REPORTS

This report is a component of Boston's citywide transportation plan, *Access Boston*. Companion reports are listed below.

Boston Transportation Fact Book and Neighborhood Profiles
 Parking in Boston
 Pedestrian Safety Guidelines for Residential Streets
 Boston Bicycle Plan

EXECUTIVE SUMMARY

This report on Public Transportation and Regional Connections is one component of the *Access Boston 2000 – 2010* citywide transportation plan. Companion reports address pedestrian safety, on and off-street parking and bicycling. A Fact Book with citywide and neighborhood transportation profiles has also been prepared. The report recommends action plans, focusing both on short-term solutions and on long-term strategies, to improve and expand the transit system serving Boston and to better utilize existing roadways. Enhancing access to these networks while protecting neighborhood life from their adverse impacts is a central theme.

The chapters on **transit** are introduced by a needs-assessment analysis. Under served districts such as sections of Dorchester and Allston, and emerging economic centers such as South Boston and the Crosstown corridor are identified as requiring improved transit access.

Recommendations to enhance **existing transit service** focus on bus route and station improvements, equitable fare policies, and on reducing bus emissions. Streets with a high proportion of bus riders are identified as Boston's potential **transit priority corridors**. Signal priority and other techniques to improve bus movement on these streets are outlined.

Long-term planning includes the development of a framework of **next generation transit investments**. These include a Fast Track Rapid Rail system adding new stations to commuter rail service; expansion of the Silver Line, and prioritized Urban Ring projects.

Identified **roadway projects** are oriented toward keeping regional traffic on the highway system and local traffic on neighborhood streets. City efforts to improve travel on **local arterials** through real-time traffic management, and a **next generation of regional projects** that improve the effectiveness of the Central Artery are described.

The continuing use of **freight** centers such as Beacon Yards and the development of a system of truck bypass routes is recommended. An overview of **tourist transportation** and privately operated **shuttles** is presented in the final chapters.

Funding and implementation strategies prioritize improving existing service over expanding the transportation network. The need for increasing the allocation for transit projects in the new federal act for transportation funding is recognized.

GOALS

Increasing transit use and an appropriate use of the city's roadway system are the cornerstones of the Action Plan outlined in this plan. Specific transit and roadway related goals are detailed in Chapters 2 and 7 respectively. Additional principles informing the discussion with respect to transit and roadway improvements include:

- Focus efforts on improving the effectiveness of existing service and infrastructure.
- If funds are available for system expansion projects, build on existing or recently completed projects.
- Promote equity in the distribution of benefits and costs associated with improvements to transportation systems.
- Integrate land-use and transportation planning.
- Incorporate the latest technologies in all system improvement and communication initiatives.

Summary of Action Plans

The following Action Plans represent the City of Boston's priorities with respect to public transportation and roadway projects. BTD will advocate for their implementation in the appropriate regional planning forums.

Delivering and Enhancing Service

- Expedite **station reconstruction** for the Blue Line (in East Boston) and Red Line (in Dorchester).
- Improve **Green Line Central Subway** capacity.
- Increase frequency and reduce bunching of **heavily-used bus routes**.
- Implement an **annual report card** to evaluate the effectiveness of the MBTA's "Bill of Rights."
- **Eliminate the double fare** and preserve ridership when increasing transit fares.
- **Reduce bus emissions**.
- Upgrade transit service on the **Arborway corridor**.
- Improve **Night Owl service**.
- Expand **Automatic Vehicle Location** to all buses.
- Minimize the **impact of transit maintenance facilities**.
- Modernize stations with support from **private development**.
- Create a **"Don't Block the Bus"** program.

Transit Priority Corridors

- Convene a **Transit Priority Corridor Task Force**.
- Monitor **Washington Street Silver Line** effectiveness.
- Continue **Commonwealth Avenue improvements**.
- **Increase fines** for parking in a transit lane or stop.
- Work with the MBTA to design transit priority applications for the **Urban Ring Phase 2**.
- Adopt a **priority merge law**.
- Advocate for **real-time transit information**.
- Investigate enhancements to support a **Financial District express bus loop**.
- Investigate transit priority lanes on **North Washington Street** and real-time information at **Haymarket and North Station**.

Intermodal Centers

- Enhance transit services and increase **rail capacity at South Station**.
- Enhance the pedestrian connections and integrate new development with transit services at **North Station**.
- Improve passenger information services and pedestrian access to **Back Bay Station**.
- In collaboration with local communities, encourage **appropriate development near transit** stations.
- Increase intermodal connections at the **Urban Ring stations**.
- Develop plans for a new **intermodal center at Allston Landing**.
- Create a public-private partnership to build and operate a **new intermodal station at South Bay**.
- Enhance **passenger information** for bus services and **parking availability** at rapid transit stations.
- Support continued enhancement of transit access to **suburban intermodal centers**.

Next Generation Transit Investments

- Pursue **implementation of projects** identified within the following systems:
 - Expanded Silver Line
 - Urban Ring
 - "Fast Track" Rapid Rail.
- Support efforts to upgrade the **Fairmount Line** by renovating existing and adding new stations.
- Design the proposed **Section C tunnel of the Silver Line** to accommodate light-rail and multiple line BRT service.
- In collaboration with institutions and local communities design an initial **Urban Ring tunnel between the Longwood Medical Area and Dudley Square**.
- Conduct a **series of studies** to evaluate the Next Generation transit investments in geographic areas of the city:
 - East-west transit link between Allston and South Boston
 - South Boston Access Study
 - Roxbury/Dorchester/Mattapan Access Study.
- Evaluate **Blue Line connections** between East Boston and Cambridge/Somerville.
- Evaluate options to encourage inter-city trips by rail including the **North South Rail Link** and new transportation facilities along **commuter rail lines** that cross Route 128 and I-495 and support reverse commuting.

Local Arterial Corridors

- Expand the City's **computer controlled traffic signal system**.
- Continue the **travel speed monitoring program** on local arterials used by commuters.
- Improve **east-west access in the downtown** including the Kneeland and Boylston/Essex street corridors.
- Implement proposed improvements to the **Sears Rotary**.
- Develop plans to improve traffic flow on local arterial corridors that are used for **commuting by Boston residents** including the following corridors:
 - Dorchester Avenue
 - Tremont Street
 - Blue Hill Avenue
 - Columbus Avenue-Washington Street (south of Egleston Square).

Shuttle Bus Services

- Enhance BTB's role in the **permitting of shuttle buses** stopping on City of Boston streets.
- Consolidate and eliminate redundant routes serving the **South Boston Waterfront**.
- Develop and implement "**Community Circulators**."
- Develop a "**Waterfront Circulator**" connecting the North End with South Boston along the new Kennedy Greenway.

Next Generation Regional Roadways

- Advance improvements to the **Route 1A corridor** to protect East Boston from regional traffic.
- Initiate permitting and design of the **Rutherford Avenue corridor** improvements with a focus on Sullivan Square.
- Secure funding and initiate design of the **Turnpike "U-Turn" ramp** to connect Back Bay with South Boston.
- Initiate a corridor study for improvements to the **Southeast Expressway corridor**.
- Integrate BTB, MassHighway and Turnpike ITS systems.

Freight

- Encourage Back Streets businesses to adopt **good neighbor policies**.
- Promote the **Back Street program**.
- Enhance the economic functions of the **Beacon Park freight facility**.
- Improve the **South Boston** truck route.
- Implement the **truck bypass road in East Boston**.
- Develop a **Medford Street** bypass road in Charlestown.

Tourism Transportation

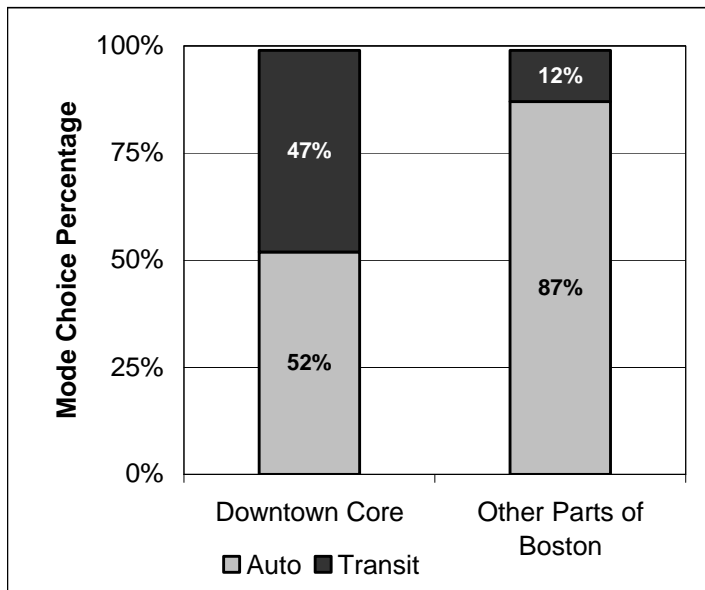
- Release yearly **tour bus parking guide**.
- Develop a **comprehensive tourism parking strategy** for the next decade for tour buses, tourist trolleys and "ducks."
- Explore **new regulatory and communication strategies**.
- Support **emerging tourism destinations and districts**.

1. INTRODUCTION



South Station is Boston's premier intermodal transportation facility. When completed, the Silver Line will increase transit use.

Figure 1
Mode Choice of Regional Trips to Boston



Nearly one-half of the regional trips to the downtown core are made by transit, while auto is the dominant mode for regional trips to other parts of the city. (Source: CTPS)

Boston has an important place in the development of transportation in the United States. The first ferry crossing in the U.S. connected Charlestown to Boston. The first toll bridge in the country was constructed across the Charles River to connect Boston and Cambridge in the late eighteenth century. The first subway in North America – a trolley tunnel under Tremont Street – was built in Boston and opened in 1897 to relieve congestion on downtown streets.

Boston is home to one in every seven Massachusetts jobs and one in thirteen New England jobs. The city is also a major destination for visitors and tourists. The continued importance of Boston in the regional economy in tandem with the travel demands of active neighborhoods have put increased pressure on the regional transit and roadway transportation system that serves the city.

Increased transit use and the appropriate use of the city's roadway system are cornerstones of the comprehensive set of improvements that are proposed as part of *Access Boston 2000-2010*.

- The City seeks to support and **encourage transit use as the mode of first choice** and a viable alternative to automobile use by residents, commuters and visitors to the city.
- A reliable, highly **accessible transit system is important to slow the growth of vehicular trips** in dense residential neighborhoods with limited parking and traffic congestion problems.
- An effective roadway network should **accommodate necessary vehicular trips** in a manner that is sensitive to quality of life issues in the city's vibrant neighborhoods.

Transit Use

As Figure 1 illustrates, regional access and mode choice vary by location in the city. Transit supports nearly one-half of the trips to the downtown core but only 12% of trips to other parts of the city. This reflects the high concentration of activities in the downtown that can take advantage of the radial transit system. Auto access, which is a much more flexible travel mode, competes with transit in the downtown, but dominates in areas where transit connections are difficult. As the city and its economy continue to grow, higher transit use will become increasingly more important to maintain access to the downtown and relieve congestion in the city's neighborhoods.



Many of Boston's older neighborhoods are "streetcar suburbs" that grew and prospered before the Interstate highway system fostered the growth of modern suburban communities.

The location of the transit system defines many relationships between neighborhoods and the downtown and between each neighborhood. The regional transit system was built as a conventional hub and spoke system with downtown Boston at the "hub." The system provided an early means of mass transportation that shaped land use patterns in the downtown and other parts of the city. The density and mix of activities in Boston's downtown was encouraged by the early development of the transit system. Many city neighborhoods are former "streetcar suburbs" that evolved from rural farmland to residential areas as trolley lines were extended to provide connections to downtown financial and factory jobs.

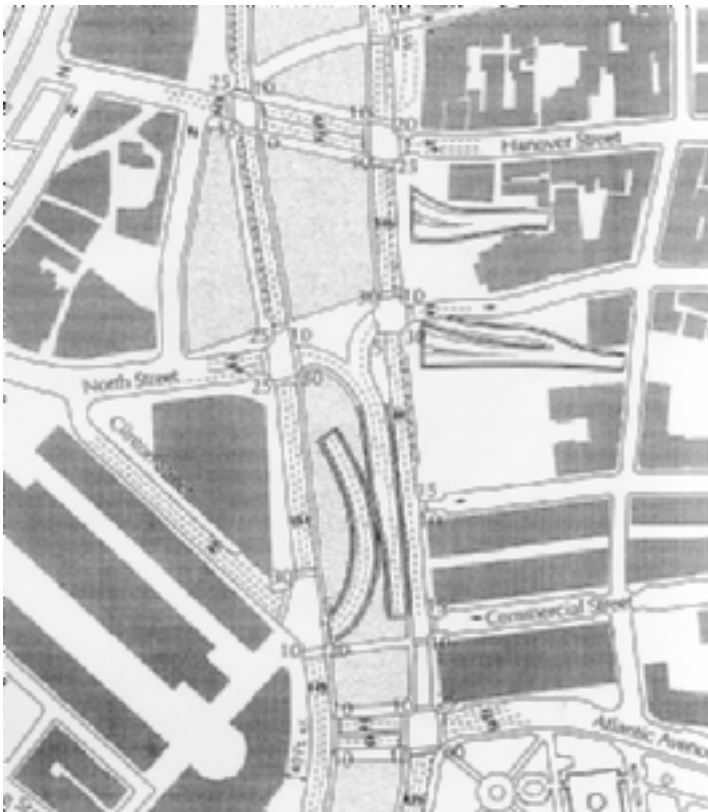
The transit system provides an important travel option for Boston residents and commuters and reinforces the importance of downtown Boston as a regional employment center. Many city residents use transit as their mode of first choice to commute to work, to make shopping trips and to travel to schools, hospitals and social services. For residents without access to an automobile, transit is often the only viable transportation option for these trips. The system has also allowed Boston to maintain a healthy and functioning downtown area at a time when other U.S. cities lost their core.

Roadway Use

Boston's street patterns extend in origin to the 17th century and reflect the historic development of the city. New layers of roadways were added to the system as towns were annexed to form the current geographical boundaries of the city and new land was added by filling the coves and bays in the downtown, Back Bay, South End, East Boston and South Boston. Often each new street pattern was laid next to existing streets without much consideration for creating a cohesive street system. The city has few continuous boulevards or grid patterns that typify many other U.S. cities.

The auto era of the 1950s brought highways into and through the city and changed the way the city related to the region. Streets and neighborhoods changed as urban renewal sought to remake the city to accommodate the growing popularity of automobile travel. Boston struggled to reconcile its character, rooted in its "streetcar" culture, with ever increasing traffic volumes and congestion.

Access Boston 2000-2010 seeks to create a better balance between auto use and the broader needs of the city. This approach protects residential streets from traffic impacts and improves roadway access for necessary city functions like tourism and manufacturing.



The STAF plan for the Central Artery/Tunnel project surface restoration developed ramp-to-local-street interfaces that were sensitive to the needs of an active urban environment

Boston as a center for jobs. While transit should be the preferred mode for commuters, it is often not an option, particularly for those with complex travel patterns. Auto access is important to many Boston residents as well as suburban commuters.

Boston as a tourism hub. The city offers many attractions for local and out-of-state visitors. Autos and tour buses bring tourists and visitors to the city, where they make many trips by foot or transit. Local sightseeing vehicles like trolleys also provide an important service.

Boston as a manufacturing center. The city's industrial areas generate over 100,000 jobs. The shipment of goods and materials to and from these businesses requires roadway access. Rail is also an option for some business and a beneficial part of the city's transportation system.

Agency Roles and Responsibilities

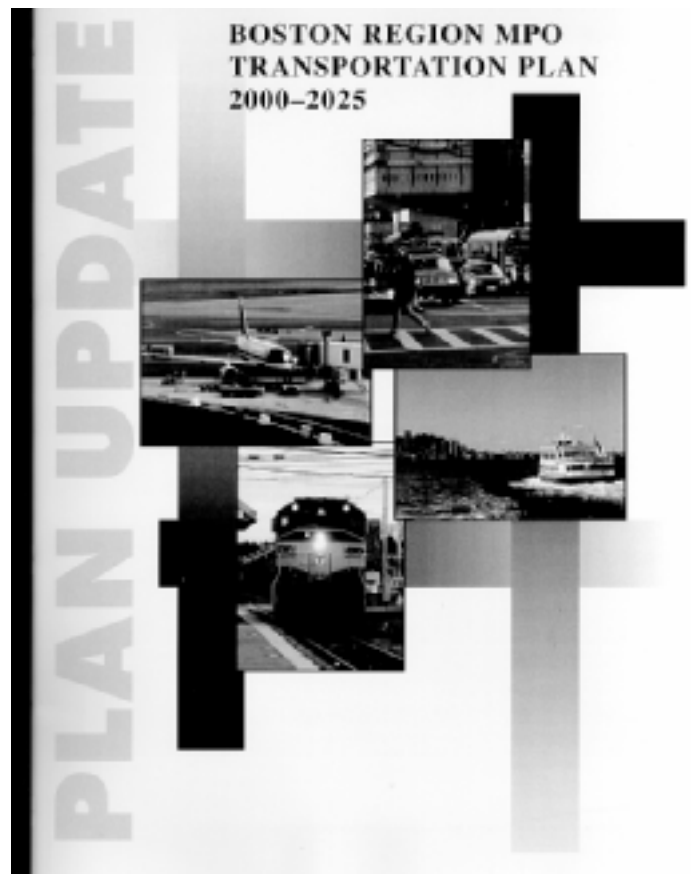
The roles and responsibilities of the federal, state, regional and city agencies include overlapping financial, operational and oversight relationships that defines how transportation services are provided and funded. These areas of responsibility, which are summarized in Table 1, are discussed below.

Federal

Federal funding and oversight play an integral role in the operation of transportation systems. This role and the relationship between the federal government and state agencies like the MBTA is defined by the Transportation Equity Act for the 21st Century (TEA-21) that authorizes the federal highway and transit program for 1998 through 2003, and by various federal initiatives and directives. Federal agencies oversee and coordinate the administration of TEA-21 funding and program requirements and provide technical assistance and information sharing among state and local agencies. Continuing the trend of previous surface transportation acts, TEA-21 provides greater flexibility for transferring funds between transit and highway categories and reduced federal funding matches for construction of new transit projects. TEA-21 also created new programs that respond to changing travel patterns around the country and support other federal initiatives.



Boston's industrial areas rely on highway access. Roadways like the South Boston Bypass Road remove truck traffic from streets in residential neighborhoods.



The Boston Metropolitan Planning Organization is responsible for preparing the 25-year, long-range transportation plan. The plan, which was updated in March 2002, includes recommendations for future transit and roadway investments.

Table 1 – Key Responsibilities of Transportation and Planning Agencies

	AGENCY	KEY AREAS OF RESPONSIBILITY
Federal	U.S. Department of Transportation	Coordination and integration of surface transportation programs among its various modal administrations.
	Federal Transit Administration	Oversight of rules, regulations, technical assistance and federal funding pertaining to transit programs and projects.
	Federal Highway Administration	Oversight of rules, regulations, technical assistance and federal funding pertaining to highway programs and projects.
State	Executive Office of Transportation & Construction	Oversight and coordination of MBTA and MassHighway; development and implementation of statewide transportation program and coordination of regional transportation programs.
	Massachusetts Bay Transportation Authority	Maintenance and operation of current service; planning, construction and implementation of new services and facilities.
	Massachusetts Highway Department	Maintenance, operation and construction of regional highways, bridges and roadway infrastructure.
	Massachusetts Turnpike Authority	Maintenance and operation of Metropolitan Highway System including Massachusetts Turnpike Extension, the Central Artery/Tunnel project (under construction) and the Ted Williams and Sumner/Callahan tunnels
	Massachusetts Port Authority	Maintenance and operation of Logan International Airport and its roadways, streets and development parcels in part of South Boston Waterfront and Tobin Bridge.
	Metropolitan District Commission	Maintenance and operation of parkway infrastructure.
Regional	MBTA Advisory Board	Reviews MBTA budget and fares; approves the Program for Mass Transit (PMT).
	Boston Metropolitan Planning Organization	Ensures compliance with federally mandated planning processes; reviews and approves the long-range transportation plan and the 3-year Transportation Improvement Program (TIP).
Local	Boston Transportation Department	Represents the City on the Boston MPO and the MBTA Advisory Board; chairs the MBTA Advisory Board Capital Committee; coordinates with the MBTA on transit projects in the city; coordinates City efforts through its Central Artery/Tunnel project team; approves Transportation Access Plan Agreements (TAPA) with private developers that include measures that encourage transit use and improve roadway operations
	Boston Redevelopment Authority	Responsible for land use planning, economic development and zoning including planning related to transit oriented development.

State

The Executive Office of Transportation and Construction (EOTC) is the state agency with the fiduciary responsibility for planning, coordinating and implementing transportation initiatives in Massachusetts. EOTC oversees the activities of the Massachusetts Bay Transportation Authority (MBTA), which operates the transit system in the Boston metropolitan area, the Massachusetts Highway Department (MassHighway) and coordinates with sister agencies such as the Massachusetts Port Authority and the Massachusetts Turnpike Authority. EOTC sits on the Boston Metropolitan Planning Organization (MPO) and the EOTC Secretary sits as the Chair of the MBTA Board of Directors.

Regional

The Boston MPO and the MBTA Advisory Board play important oversight, review and approval roles. The Boston MPO includes thirteen voting members from five State agencies (EOTC, MBTA,

MassPike, Massport and MassHighway), two regional organizations (Metropolitan Area Planning Council and MBTA Advisory Board) and seven municipalities including Boston. Boston has a permanent seat on the MPO. Elections are held by MAPC each year to fill the other municipal seats. The Regional Transportation Advisory Council (RTAC), which is a citizen advisory group, is an ex-officio member. The MPO is responsible for ensuring compliance with federally mandated planning processes. The MPO reviews and approves the long-range transportation plan and the 3-year Transportation Improvement Program (TIP). Projects that use federal transportation funds must appear in the TIP

The MBTA Advisory Board includes representatives from 175 cities and towns in the MBTA service district. The MBTA Advisory Board exercise specific powers related to the appointment of the General Manager and the review of the MBTA budget and fares. The MBTA Advisory Board also approves the Program for Mass Transit (PMT) that describes the MBTA's long-range transit plan.

Boston

BTD represents the City's transportation interests on the MPO. Through its role on the MPO, BTD coordinates Boston's efforts to secure federal and state funds for roadway projects in the city and advocates for transit funding. BTD coordinates with various federal and state transportation agencies on the implementation and management of projects within the city. BTD also represents the City on the MBTA Advisory Board. Boston's Mayor appoints one of the nine members of the MBTA Board of Directors that oversees and approves the MBTA budget. Boston also pays 45% of the MBTA assessment (see Figure 2).

Through the City's Article 80 development review process, BTD regularly reviews and approves Transportation Access Plan Agreements (TAPA) with private developers. As part of the TAPA, BTD requires developers to undertake measures that encourage transit use including on-site sales of MBTA passes, MBTA pass subsidies for employees, and contributions toward transit improvements like station headhouses. These measures are used to support increased transit use. BTD also works with developers to improve roadway infrastructure including the city's traffic signal system through the TAPA process.

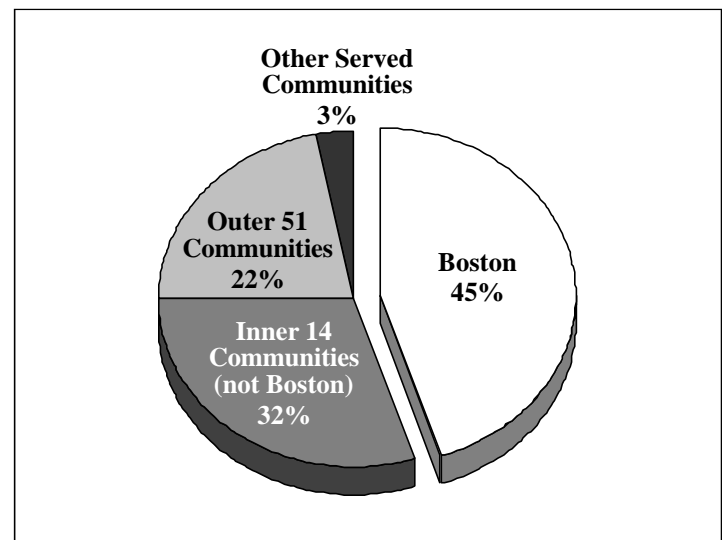
BOSTON METROPOLITAN PLANNING ORGANIZATION: 2002 MEMBERSHIP

The Boston Metropolitan Planning Organization is composed of seven agencies, seven municipalities, and a public advisory committee that collectively carry out the federally mandated "continuing, comprehensive and cooperative" (3C) transportation planning process for the region. The MPO members are:

- The cities of Boston, Everett, Newton and Peabody
- Executive Office of Transportation and Construction
- Federal Highway Administration (ex officio)
- Federal Transit Administration (ex officio)
- Regional Transportation Advisory Council
- Massachusetts Bay Transportation Authority
- MBTA Advisory Board
- Massachusetts Highway Department
- Massachusetts Port Authority
- Massachusetts Turnpike Authority
- Metropolitan Area Planning Council
- The towns of Bedford, Hopkinton and Framingham

(Source: www.ctps.com)

Figure 2
MBTA Assessment (FY2002)



The City of Boston pays 45% of the local assessments that partially fund MBTA service. (Source: MBTA Advisory Board)

Figure 3
Boston's Role in the Project Development Process

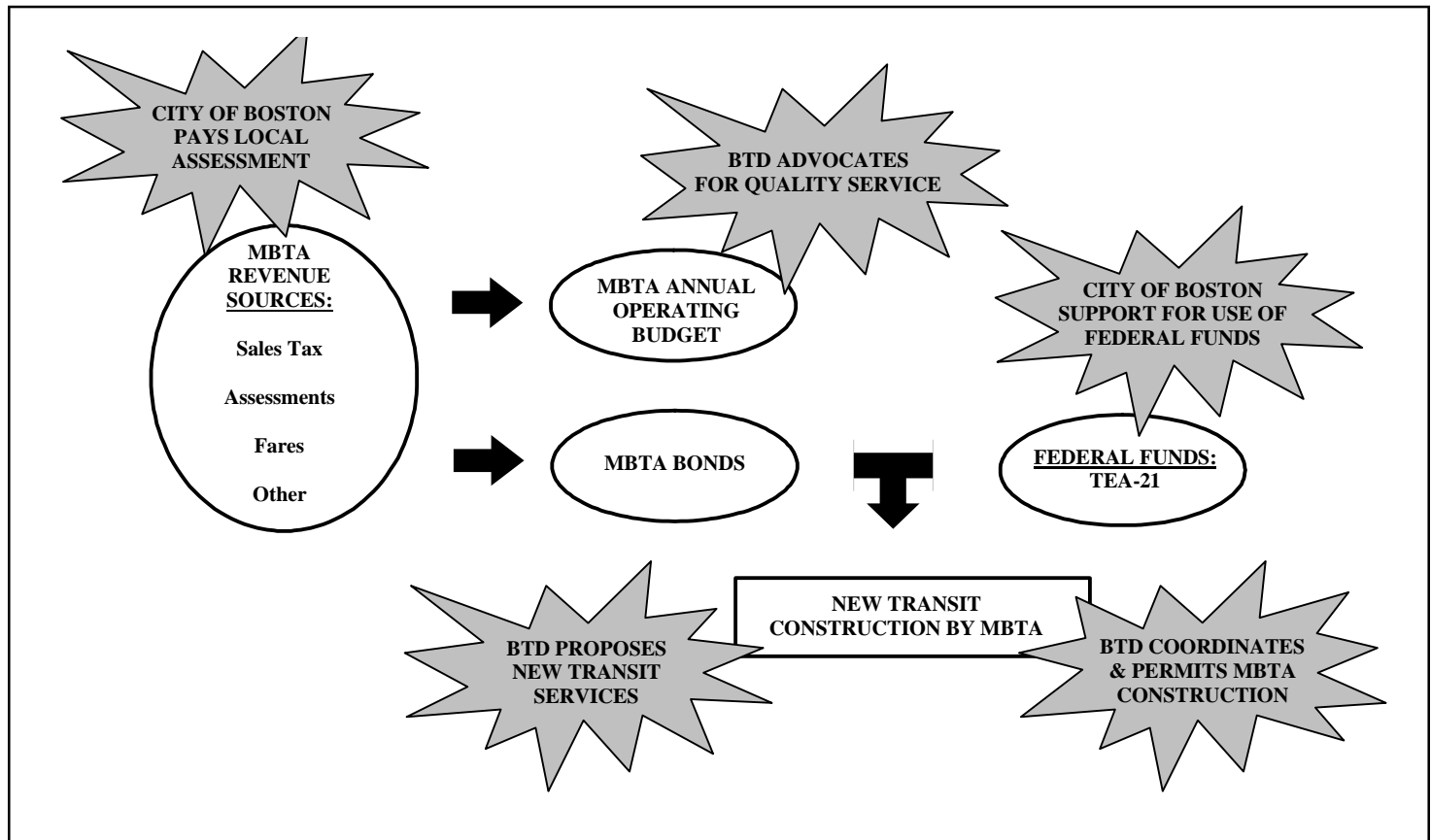


Figure 3 illustrates BTD's approach toward planning transit improvements. Through its role on the Boston MPO and the MBTA Advisory Board, BTD examines proposed MBTA projects and determines which projects would provide the most significant improvements to accessibility and mobility benefits for Boston residents and workers. BTD currently chairs the Capital Planning Committee of the MBTA Advisory Board. This committee is making recommendations about the next round of capital projects that will be pursued by the MBTA as part of its long-range plan.

The BRA is responsible for land use planning, economic development and zoning for the City and has been a regular participant in transit planning efforts that affect Boston. In late 2000, the BRA initiated a study to identify candidate locations to create transit-oriented development. The purpose of the study is to develop approaches that could be used to improve the integration of land use planning and zoning with transit service. This effort is consistent with the current federal direction to promote integration of land use and transit planning for the benefit of creating "Livable Communities."

Public Process

Involving all of Boston's residents in the development of *Access Boston* from the beginning has been one way to ensure that the plan's recommendations are grounded in the reality of how people live in Boston. *Access Boston* has benefited from dialogue and discussions with people who use Boston's transportation systems on a daily basis. Ten Public Workshops and fourteen Discussion Groups were held. All Public Workshops were aired on local cable access television.

Access Boston took a proactive approach that extended beyond the Public Workshop process to include input from different segments of the city's population. BTS developed three creative programs to involve teens, new immigrants to Boston and elders to discuss transportation and its role in their lives:

- Teen trips
- Elder Bostonians Roundtable
- New Immigrants Surveys

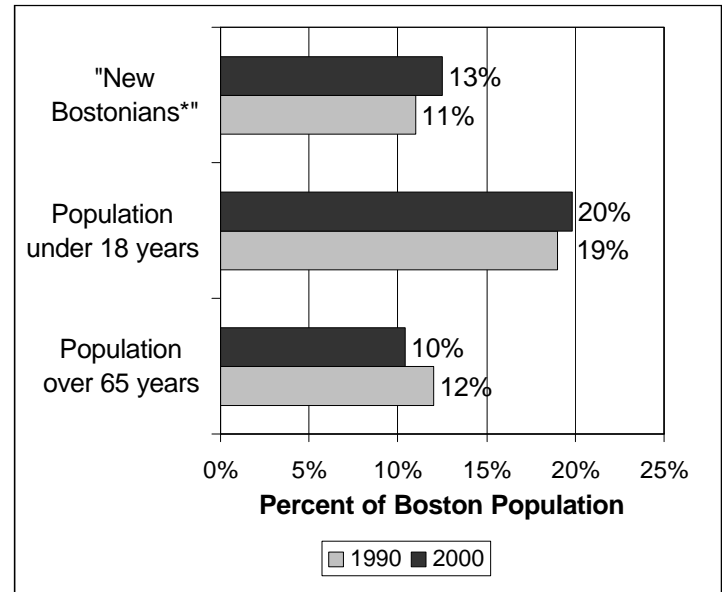
Figure 4 illustrates the changes in these populations between 1990 and 2000. In combination, these groups represent approximately 30-40% of Boston's total population. The *Access Boston* public participation programs, which are described below were designed to ensure that the concerns of these groups were addressed, to improve the qualities of people's lives and to make transportation safe and accessible.

Teen Trips

BTD wanted input of teenagers because they are highly dependent on public transit. BTD sought to understand their issues of access and what can be done to help them navigate their way through Boston safely. Accordingly, BTD created "*TeenTrips*" a program to engage teenagers in a discussion regarding their experiences with Boston transportation.

TeenTrips was sponsored by the Mayor's Youth Council and BTD to involve teens in producing personal statements about transportation and its role in their lives. The goal was to illustrate teenagers' viewpoints about effective ways to travel and to capture their ideas for improvements and to communicate these ideas widely.

Figure 4
Comparison of 1990 and 2000 Populations in Boston



* Foreign-born and enter U.S. during previous ten years

In 2000, the percentage of "New Bostonians" and teens under 18 years increased, while elder Bostonians over the age of 65 decreased as a percent of total population. (Source: U.S. Census)



Members of BTD's Advisory Committee on Transportation review *TeenTrips* projects.



Convenient access to transit is essential to the mobility needs of Boston's elderly population.

QUESTIONS FROM *ACCESS BOSTON*'S SURVEY OF NEW BOSTONIANS

"ACCESS BOSTON ENVITE-W POU PATAJE EKSPERYANS OU NAN TRANSPOTASYON AK LP"

The following questions were asked in four languages: English, Spanish, Haitian-Creole and Chinese.

- What types of transportation do you use most?
- How do you travel to and from your home for the following purposes?
- What do you like most about using transportation in Boston?
- What do you like least about using transportation in Boston?
- What changes to Boston's transportation system would you recommend?

Members of the Mayor's Youth Council were asked to document the story of their day or week, focusing on how they use transportation, and to submit it in a visual format. Judges distributed awards on the teenagers' insight and ability to communicate their observations and ideas for improved ways to get around Boston.

Elder Bostonians Roundtable

Elders are experienced and knowledgeable yet often have critical transportation needs in order to fully participate in city life. BTDC and the Boston Elder Affairs Commission sponsored a roundtable discussion with a group of leading elder citizens representing a diverse cross-section of Boston's citizenry. The discussion was designed to hear their observations regarding how well transportation has served older members of their families as well as themselves and to suggest ways to better serve elders' transportation needs.

The roundtable participants highlighted changes in their need for and use of transportation during a lifetime, by evaluating past changes and recommending future changes. During the discussion, the elders focused on opportunities where BTDC can start to work to provide transportation services that are more user-friendly, accessible, convenient and safe. The roundtable discussion was videotaped and aired on cable access television.

New Immigrants Survey

About one quarter of Boston residents are new immigrants and many rely on public transportation to get to work, school and to shop. Many only speak foreign languages.

To ensure that new immigrants' experiences and viewpoints informed *Access Boston*, a questionnaire was developed and translated in several languages such as Haitian Creole, Chinese and Spanish. Questionnaires were distributed at New Bostonian's Day, a day of community celebration, held at Boston City Hall in partnership with the City's Office of New Bostonians.

Reviewing the questionnaires helped to identify which of Boston's transportation services are most useful, where there are additional needs and how to better provide information on transportation services to new immigrants.

Table 2 – Key Issues from Public Process

GENERAL AREA OF CONCERN	SPECIFIC ISSUE
Agency Coordination	Improve coordination in areas with overlapping jurisdictions (the MBTA, Metropolitan District Commission and the Turnpike Authority).
Automobiles	Improve traffic management. Increased amount of on-street parking encourages this problem.
Buses	Encourage cleaner buses and provide shelters at bus stops. Link the bus system to commuter rail and trolley lines. Expand the MBTA pass program. Create exclusive bus lanes.
Education	Develop programs regarding traffic laws, especially crossing streets and speed limits Increase publicizing bus and commuter rail schedules so that newcomers are aware of them. This could be done by advertising or special events.
Enforcement	Improve the level of enforcement, especially for moving and parking violations as well as vehicles not stopping for pedestrians in crosswalks
Pedestrians	Provide pedestrian and bicycle paths within reasonable distance of MBTA stops and that access city attractions and parks. Protect pedestrians, especially at crosswalks. Maintain and reconstruct sidewalks to encourage walking by making it more pleasant, easy and efficient. Provide better signage informing pedestrians
Public Transportation	Create a plan to connect Boston's residential and commercial areas with a network of transit lines. Improve coordination with the MBTA to increase frequency, reliability and safety of trains and buses. Work toward creating a more integrated and efficient public transportation system. Provide modern, comfortable and well kept public transportation facilities. Create better suburban connections by public transit.
Safety	Create a safe environment for pedestrians and vehicles by showing mutual respect and providing better accommodation.
Signage and Signals	Establish clear, helpful, plentiful and consistent signage. Accommodate both pedestrians and the vehicles at traffic.

Summary of Concerns

Access Boston's goals can best be achieved when teenagers, elders and new immigrants are involved in helping to shape the transportation systems they use, and if they find available transportation facilities – from sidewalks to parking to the MBTA – accessible and convenient to their needs. The ability to get around from home, work, school, shopping and recreation easily and conveniently is especially important in creating a good quality of life and making living in Boston a positive experience.

The information obtained from these three programs provided assistance in identifying ways that Boston's transportation services can be most useful to all citizens and meet two high priority goals:

- Ensure that Boston residents of all ages, in all neighborhoods and from all walks of life enjoy a choice among safe, accessible and desirable transportation modes, and
- Enable Bostonians to help determine how transportation best serves their needs.

The following is a summary of primary concerns and comments that were obtained from the three programs that involved teens, the elderly and new immigrants.



Figure 5:
Existing MBTA Rapid Transit Services in Boston